

07.3–210 Reconditioning of system pressure regulator and pressure compensating valve

Test values

System pressure (engine cold or warm) at idle

5.0–5.6 bar gauge pressure

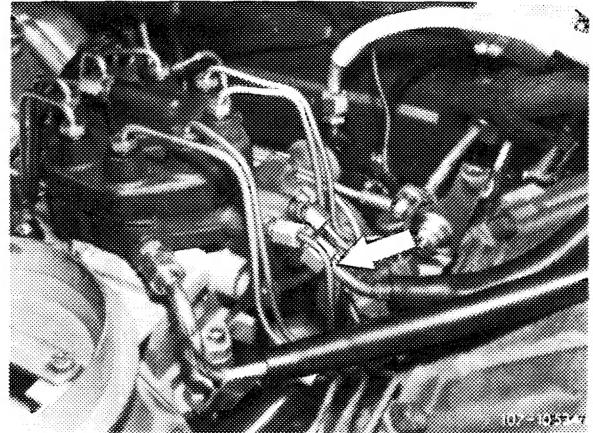
Conventional tools

Screw driver element 992–T 30

e.g. made by Hazet, D-5630 Remscheid

Reconditioning system pressure regulator

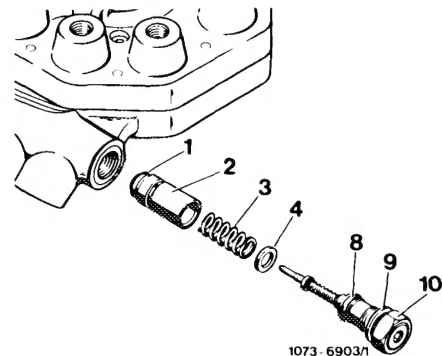
1 Discharge fuel pressure. For this purpose, unscrew fuel return flow hose (arrow) on fuel distributor. Catch fuel with a rag. Close fuel return flow hose blind.



2 Disassemble system pressure regulator. Unscrew closing plug (10). When screwing out, make sure that the compression spring (3) and the adjusting washers (4) are not falling out.

3 Remove regulator piston (2) with a magnet or a wooden stick (pencil).

4 Install parts from repair kit. O-ring (1) is also available as a single part.



Attention!

The regulator piston (2) is fitted for fuel distributor and should not be replaced. If required, completely replace fuel distributor.

Place new O-ring (1) on regulator piston (2), lubricate slightly and mount regulator piston with compression spring (3).

Mount assembly group with removed adjusting washers (4) and copper sealing ring (9) included in delivery.

5 Test system pressure (07.3—120). If system pressure deviates from nominal value, remove system pressure regulator once again and adjust system pressure by adding or removing adjusting washers (4).

Adjusting washers are available as follows:

- 0.1 mm
- 0.15 mm
- 0.3 mm
- 0.4 mm
- 0.5 mm thick

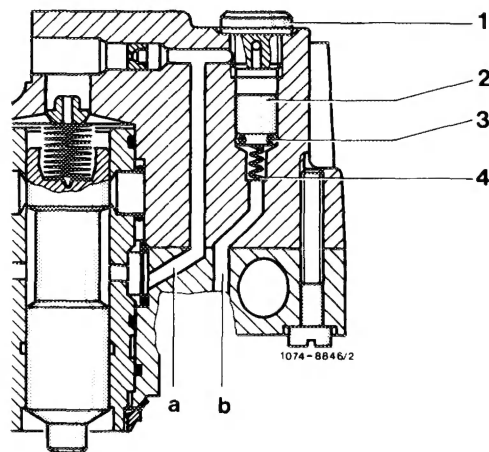
The adjusting washers are available in repair kit.

0.1 mm provides approx. 0.2 bar gauge pressure for system.

Reconditioning pressure compensating valve

6 Unscrew closing plug (1). Remove piston (2) with contour ring (3).

7 Install parts of repair kit.



For loosening closing plug (1), use screw driver element, e.g. made by Hazet, D-5630 Remscheid, order no. 992—T 30.

